Large Sums Spent on Improvements Without Hurting the Road's Prosperity-Reserve, Fund Established for Renewing Equipment-No Need for New Bonds The annual report of the Lehigh Valley

Railroad Company issued yesterday shows last year to have been the most prosperous in the company's history. Its gross earnings of \$29,881,738 were larger by \$3,227,234 han those of 1903, and its net earnings of \$11,011,426 are an increase of \$3,387,113.

After the payment of all charges the road's net income from operation was 4,255,560, to which must be added \$856,437 income from its coal companies, making the total \$5,111,997, an increase of \$3,104,489 over the net income of 1903 and equalling practically 12.8 per cent. on the company's 40 000,000 stock.

Of the gross earnings \$12,833,076 came from coal tonnage, this being an increase of \$2,730,311 over the previous year. Other freight earnings showed an increase of \$24,994; passenger earnings decreased \$35,923. To operating expenses there was charged for maintenance of way and structure \$3,058,203, a decrease of \$1,040,965 as compared with 1903. The expenditures included new steel bridges, ballasting of tracks, new interlocking plants and many other improvements, including the erection of automatic signals, which now protect 98.7 per cent. of the main track.

There was an increase of \$904,887 in conducting transportation, \$406,000 of this being found in the increased cost of fuel. Equipment expenditures increased slightly, and there is now a reserve fund of \$567,884 available for renewal of equipment.

The company's coal properties produced \$1,511,957 tons of coal, as against 5,936,106 in 1903. There were spent on improvements \$410,679, and for the economical operation of these properties, through indicious expenditures on them, \$56000 has been transferred from income against the close of the fiscal year.

In his report to the stockholder charge of the road's operation for two cars, these of the road's operation for two cars, these being its record years, says the there has being its record years, says the there has being its record years, says the there has been as yet no issue of the 5000,000 National Storage 4 properties. Some \$24,000 had been advance. The \$5,000,000 National Storage 4 properties from Dec. 8 of this year to the say date in 1909. The net assets of the roade accent current liabilities by \$4,779,398. The \$5,000,000 National Storage 4 properties in 1909. The of this year to the say date in 1909. The of this year to the say date in 1909. The of this year to the say date in 1909. The of this year to the say are duced from Total in 1903, to realize the ratio of operating expenses to earning was reduced from 12, in 1903, to realize the properties of operating the properties in Fittsburg Over the Wab Of the gross earnings \$12,833,076 came from coal tonnage, this being an increase

First Freig in Pittsburg Over the Wabash Pirst Fretz in Pittsburg over the Wabash.

Pirrsay 6, Pa., Sept. 21.—The first freight Affio hauled over the Wabash-Pittsbur Terminal Railway has been repetition at Independence street, in the connection at Independence street, in the west of two trainloads of coal destined for the Lake ports.

MILY TREASURY STATEMENT. WASH MOTON, Sept. 21.—The cash statement of the receipts and expenditures of the Treasury

Surplus ...... \$128,446 \$2,241,096 Def.\$21,509,846 The feesipts from customs to day were says, 58; from internal revenue, 308,307; mischellaneous, \$51,21. National bank notes received for redemption, \$225,795. The commandation attachment of the United States Treasurer for Sept. 21 shows:

Beld against notes and certificates

Ord coin and buillon.
Gold certificates
Gundard silver dollars.
Silver certificates
Silver buillion
United States notes
National bank notes.
Subsidiary silver and minor coin. \$243,753,218 Cash balance...... \$148.751,677

MARINE INTELLIGENCE. MINIATURE ALMANAC-TRIS DAY. ..5:46|Sun sets....5:59|Moon sets...3:42

Arrived-WEDNESDAY, Sept. 21. Arrived—Wednesday, Sept. 21.

SS Vaderland, Antwerp, Sept. 10.

Sa Koenlein Luise, Genoa, Sept. 8.

SS Teutomic, Liverpool, Sept. 14.

SS Neckar, Bremen, Sept. 10.

SS Armenian, Liverpool, Sept. 10.

SS Armenian, Liverpool, Sept. 10.

SS Elswick House, Smyrna, Aug. 8.

SS New York (tank), Rotterdam, Sept. 8.

SS Argerles, Barry, Sept. 6.

SS Ras Dara Sourabaya, July 8.

SS Tennyson, Santos, Aug. 30.

SS Sarnia, Savanilla, Sept. 7.

SA Advance, Colon, Sept. 14.

SS Cherokee, San Domingo, to Sept. 11.

SS San sacinto, Galveston, Sept. 14.

SS El Sud. Galveston, Sept. 16.

SS Monroe, Norfolk, Sept. 20.

SS Beneractor, Philadelphia, Sept. 20.

SS Julia Luckenbach, Philadelphia, Sept. 20.

ABRIVED OUT. Sa Hohenzollern, from New York at Naples. Ss Majestic, from New York at Liverpool. SAILED FROM POREION PORTS.

Ss Kalser Wilhelm II, from Cherbourg for New Ss Carpathia, from Queenstown for New York. OUTGOING STEAMSHIPS.
Sail To-day.
Mails
Close.

Sail To-morrow. Arabic, Liverpool
Manasanillo, Santiago. 12 00 M
Comanche, Charleston.
Rio Grande, Brunswick.
Chattahoochee, Savan'ah
Hamilton, Norfolk. Sall Saturday, Sept. 24. Sal Saturday, Sept. 24.
Lucania, Liverpool 180 A M
Vaderland, Aniwerp 8.80 A M
Latiopia, Giragow 9.80 A M
Latiopia, Giragow 9.80 A M
Latiopia, Ciragow 9.80 A M
Latiopia, Company 11 O A M
Latiopia, Company 11 O A M
Patricia, Hamburg
Minieton'a, London
Lexico, Havana. 10 00 A M
Levico, Havana. 10 00 A M
Levico, Havana. 8 80 A M
Levico, Havana. 8 80 A M
Levico, Havana. 8 80 A M INCOMING STRAMSHIPS.

Due To-morrow.
Naples.
Galveston.
New Orieans.
Savannah
Naples.
Jacksonville. ity of Atlanta Due Saturday, Sept. 24.
Liverpool.
Liverpool.
Seuthampton
Barbados. Due Sunday, Sept. 25.

Havre
Halifax
Glasgow
als. Savannah.

Sept. 26. London

From any speculative point of view yesterday's stock market was a most unsatisfactory affair. Traders were as much mixed on itat hour, which is to say that the day's operations as a whole were so imperfectly understood as to leave very few clear impressions upon speculative thought. The activities of yarious speculative houses and of the more ominent individual operators were confusing in the extreme. Some of the heaviest sellers on Tuesday's decline were large buyers yesterday of the same stocks and others. Certain Western speculative interests to which the heaviest selling of any one origin on Tuesday was attributed were prominent buyers of various stocks yesterday, and buyers of various stocks yesterday, and were so much in evidence at times that it was called a "Gates market." The professional Stock Exchange element clearly believed that the Western selling on Tuesday represented liquidation of speculative holdings, rather than selling for the shert account; otherwise yesterday's buying of apparently the same origin as Tuesday's selling would have met with lively opposition as short

The general impression yesterday on the Stock Exchange was that the Western crowd, having lightened its lead materially, was trying to start the parket up again, and there was a disposition on the part of the professional element to accommodate it with stocks rather than to help the movement along. It was susjected, too, that aggressive Western buying in a few stocks, notably Union Pacific and Pennsylvania, might be designed to streen further speculative liquidation in other directions. It was clear, at any rate, the yesterday's operations on the long side of the market, whether of Western or other signi, lacked the support and sympathy of an important professional element. That pakes a big difference. When three or four, the most aggressive operators on the bogd change their positions on the market od change their positions on the market fessional sentiment becomes more twoded. Those who were referred to at the beginning of this week as having shifted from the bull to the bear side probably covered freely on Tuesday's break, but the stocks will again be put out on a scale up unless something should occur to change their ideas of the situation.

There was very little general commission business yesterday, brokers all complaining on that score. The big volume of business so far this week has been done on declining

The only stock that was at all scarce in the loan department yesterday was Atchison. There seemed to be a good deal of Union Pacific to lend, and the demand for it was moderate. The inquiry for Steel preferred was not particularly active. The demand for Pennsylvania was good. The unusual scarcity of Atchison is not understood. Nobody seems to have any satisfactory ex-planation of it. The stock loaned yesterday flat to 1 per cent., considerable amounts of it lending flat. There is undoubtedly a large short interest in the stock. It is the ex-perience of all brokers that when a client feels bearish on the general market and wants to sell something short, he turns almost instinctively to Atchison. But, on the other hand, brokers say that it is not so much the extent of the demand as the scarcity of the stock that is causing Atchison to lend at ons from the money rate.

The speculative community at first was sceptical and then became credulous to the other extreme and took all of the Union Pacific rumors seriously.

One of the curious phases of the demonstr tion in Union Pacific yesterday was that the stock had been widely advertised to have a sharp advance. It was even predicted before the opening of the market that it would sell at 101 during the day, and it just did reach that price. This tipping of the stock for an advance confirmed in many minds the suspicion that the old bull crowd was making a stand in Union Pacific, putting it up for general effect while selling other stocks. A similar suspicion rested upon Pennsylvania. The advance in that stock also was advertised beforehand. Gates & Co. and brokers supposed to be taking orders from them were large buyers of both Union Pacific and Pennsylvania. They bought Union Pacific as high as 100%.

There has been a large short interest in Union Pacific, at whose expense, no doubt, large part of this week's advance has been managed. It was the stock that an operator who turned on the market in the early part of last week elected to go heavily short of, and although he did not publish what he was loing his selling was found out and was followed by traders. Many who thought last week that the market was beginning to look week that the market was beginning to look a bit toppy, and that it was about time to sell something, sold Union Pacific because it was the conspicuous laggard in the railroad list. There has been a big short interest in the stock, no doubt, existing as a hedge against commitments on the long side of other stocks.

Many traders who bought Union Pacific at the opening on reports of friction between powerful financial interests prominent in the property sold other stocks short, on the reasoning that if there was going to be a strugreasoning that if there was going to be a strug-gle in Union Pacific one would want to be long of that stock and short of the market. Thus a good deal of speculative buying con-verged upon Union Pacific, while a correverged upon Union Pacific, while a corresponding amount of selling was scattered through the general list. A large proportion of the buying in Union Pacific yesterday was of a highly speculative origin. Ellingwood & Cunningham were reported among the earlier buyers as taking 10,000 phares. The same house had been served. among the same house had been reported on Tuesday to be a large seller of various stocks. Around par stock began to be supplied more freely. De Witt & Co. were said to be active sellers at 99% and par, selling in all possibly 6,000 shares. Some sur-mised that this selling was for Jacob Field The buying, however, was not wholly speculative. Some of it was thought to orginate in banking quarters, where control of the property is accounted for. Buying of this character gave the movement an apparent importance which it would not otherwise have had, and served also to strengthen expectations of competitive bidding for the

It has been supposed that a considerable distribution of Union Pacific stock above par took place very recently, activity in the Harriman Pacifics subsiding abruptly when this had been accomplished. The possibility of something having arisen since this distribution of something having arisen since this distribution to make the recovery of the stock an urgent matter is what appeals so strongly to the speculative imagination. It would seem to depend upon how extensive a distribution of the stock was made above par on the last advance. There was a market toward the last on which a lot of stock could

have been sold. Missouri Pacific advanced rather sharply along with Union Pacific in the forenon, and traders speculated a good deal as to the significance of it. The trading was

The difference between a corn estimatet of 1,900,000,000 and one of 2,000,000,0 00 is bu 100,000,000, which is not a great deal of corn so far as the markets are concerned, but the direct to butchers and 2.324 for the market; making, with the stale stock 2.860 on sale. Trade was sign to sale and prices 25c, lower; heavy calves hard to sell at called into play. The sentimental difference is infinitely greater than the difference of an eighth anywhere below or above 100. H. V. Jones caused an uproar in the speculative grain trade when uproar in the speculative grain trade when the difference with the stale stock 2.860 on sale. Trade was sign to sale trade was and New Orleans R. R. Co. (Sale to butchers and 2.324 for the market; making, with the stale stock 2.800 on sale. Trade was sign to sale trade was and New Orleans R. R. Co. (Sale to sale the special to sale the stale stock 2.800 on sale. Trade was sign to sale trade was and New Orleans R. R. Co. (Sale to sale the special to sale the stale stock 2.800 on sale. Trade was sign to sale trade was and New Orleans R. R. Co. (Sale to sale the sale to sale the uproar in the speculative grain trade when he estimated the corn production at 1,900, 000, while the estimate of 2,000,000,000 mile library line has been drawn on the corn crop, apparently, and no doubt, unconsciously, at 2,000,000,000, and any estimate of a production ever so little under that was bound to excite violent controversy.

at 71/2@12c. per lb.; choice light, up to 12/2c.; choice light, at 12/2c. Receipts of sheep and lambs were 7,846 head, in claiming 2 cars for slaughterers and 26 for the market sheep were no more than steady; lambs in fair demand at full yesterday's prices; 21/2 cars were held over. Common to good sheep sold at \$2.50@ heap sol

RAILROAD EARNINGS.

Chicago Terminal Transfer:

1908. Changes.

Second week Sept. \$13,058 \$2,641 Dec. \$1,583
From July 1. \$18,197 \$47,100 Dec. 28,908
Chicago, Indianapolis and Louisville:
Second week Sept. \$120,525 \$113,589 Inc. \$6,936
From July 1. 1,191,507 1,188,181 Inc. \$6,190
Mobile and Ohio:
Second week Sept. \$144,186 \$124,495 Inc. \$1,900
Monapolis. \$1,528,595 1,471,236 Inc. \$7,330
Minneapolis. \$1, Paul and Sauli Ste. Marie:
Second week Sept. \$156,108 \$133,333 Inc. \$22,770
From July 1. 1,54,725 1,458,990 Inc. \$6,335
Northwest:

Month Aug. \$4,929,000 \$4,843,745 Inc. \$85,264
Month Aug. \$4,929,000 \$4,843,745 Inc. \$85,264
Month Aug. \$4,929,000 \$1,843,745 Inc. \$85,264
Month Aug. \$4,929,000 \$1,843,745 Inc. \$1,696
From July 1. 9,554,089 9,610,147 Dec. 55,058
Rio Grande Southern:
Second week Sept. \$10,170 \$7,474 Inc. \$1,696
From July 1. 90,488 116,573 Dec. 26,885
Twin City Rapid Transit:
Second week Sept. \$81,551 \$76,500 Inc. \$5,251
From Jan. 1. 2,995,490 2,827,037 Inc. 168,459 LERIGH VALLEY.

The Lehigh Valley Railroad Company reports for Gross earnings . 32,856,846 \$2,729,231 Dec. \$172,685 Oper. expenses . . 1,474,967 1,552,673 Dec. 77,686 Net earnings . . \$1,081,558 \$1,176,558 Dec. \$95,000 Other inc. exclu. of coal companies . 53,137 48,735 Inc. 4,404 Total income ....\$1,134,695 \$1,225,291 Dec. \$90,596 NEW YORK, NEW HAVEN AND BARTFORD.

The New York New Haven and Hartford Railroad Company reports for the quarter ended
June 30:

June 20: 1904. 1903. Changes. Gross earnings. \$12,469,654 \$12,822,445 Dec. \$322,794 Oper. expenses. 8,724,596 9,458,050 Dec. 728,454 Net earnings... \$3,775.058 \$3,369.898 Inc. \$405.660 Other income.... 530,426 224,452 Inc. 305.874 Total income... \$4.305,484 \$3,593,850 Inc. \$711,634 Fixed charges.... 2,067,243 1.918,891 Inc. 148,352 Surplus ...... \$2,238,241 \$1,674,959 Inc. \$553,282 Fiscal year: Gross earnings ... \$48,282,910 \$47,296,076 Inc. \$886,834 Oper. expenses .. \$5,150,211 \$3,965,024 Inc. 1,204,187 Net earnings...\$13,123,699 \$13,841,052 Dec. \$217,353 Other income.... 808,842 571,867 Inc. 326,975 Total net......\$14,022,541 \$13,912,919 Inc. \$109,622 Charges........7,927,785 8,085,840 Dec. 158,064 Surplus ...... \$6,004,756 \$5,827,070 Inc. \$267,686

## BOSTON AND ALBANY.

The Boston and Albany Railroad Company reports for the quarter ended 1003.

Gross earnings. \$2.515.000 \$2,000.470 Dec. \$85.401

Oper. expenses. 1.719.083 1,071.870 Dec. \$252.787 Net earnings.. \$795,965 \$628,600 Inc. \$167,286 Other income... 80,305 87,252 Dec. 6,857 Net earnings.. \$2,793,121 \$3,150,901 Dec. \$366,780 Other income... \$21,894 \$74,123 Dec. 52,228 Total income.. \$3,115.014 \$3,534,024 Dec. \$410,009 Charges...... 3,854,885 \$,841,890 Inc. 12,945 Deficit...... \$250,821 sur. \$192,134 Dec. \$431,955

NEW YORK AND ROCKAWAY BRACH. The New York and Rockaway Beach, Railway Company reports for the quarter ended June 30:

1904. 1903. Changes,

Gross carnings. \$86,386 \$86,745 Inc. 2641
Oper. expenses. 64,469 49,517 Inc. 14,952 Net earnings. \$21,917 \$36,228 Dec. \$14,311 Other income. 2.737 2.039 Inc. 698 Totalincome. \$24,654 \$38,267 Dec. \$13,613 Charges ...... 87,840 35,483 Inc. 52,363 Defiett ..... \$63,192 sur.\$2,784 Inc. \$65,976

Lahigh Valley Railroad Company reports for the year ended June 30:

1904. 1903. Changes.

Gross earnings. \$29, 881, 738 \$25, 854, 503 Inc. \$3,227,235 Oper. expenses. 18,870,302 18,880,180 Dec. 109,878 Net earnings. \$11.011.436 \$7.674.323 Inc. \$3.337,113 Other income 506,477 637,592 Dec. 132,113 Total income.\$11,516,913 \$8,311,915 Inc. \$3,204,996 Int. taxes & rent. 7,261,383 7,206,327 Inc. 61,026 Balance . . . . \$4,255,560 \$1,111,588 Inc. \$3,145,972 Net Inc. from L. V. Coal Co. \$856,437 \$895,819 Dec. \$39,482 Surplus ..... \$5,111,897 \$2,007,507 Inc. \$3,104,490 Net earnings ... \$627,331 \$907,063 Inc. Other income .... 169,408 31,638 Inc.

Total income...\$1,036,734 \$839,001 Inc. Total charges..... 605,436 613,576 Dec. Total surplus ... \$089,384 \$558,084 Inc. \$431,300 EANAWHA AND MICHIGAN.

The Kanawaha and Michigan Raliway Company eports for the year ended June 30: Gross earnings .\$1.667.667 \$1.285.171 Inc. Oper. expenses . 1.351.247 1.109.883 Inc. Net earnings.. \$306,420 \$175,288 Inc. \$131,182 Other income... 7,883 7,112 Inc. 871 Total income .. \$314,403 \$182,400 Inc. \$132,003 Total charges .. 306,045 241,753 Inc. 64,292 

Total surplus... \$18,65 \$9,900 Inc. \$8,725 INDUSTRIAL EARNINGS.

The American Light and Traction Company reports for the year ended July 31:

1904. 1908. Changes.

Gross earnings . \$1,090,000 \$1,092,083 Inc. \$7,537

Oper. expenses . 27,135 25,078 Inc. 2,067 Net earnings . \$1.072,465 \$1.066,985 Inc. Pref. dividends . 563,815 528,337 Inc. Surplus . . . . \$508,650 \$538,648 Dec. \$20,998 MEXICAN TELEGRAPH.

Net earnings..... \$79,000 \$64,000 Dec. \$15,000 18,000 15,000 Inc. 3,000 \$87,000 \$109,000 Dec. \$12,000 7,000 \$,000 Inc. 2,000 Mex. Gov. propor... \$00,000 \$104,000 Dec. \$14,000 47,815 47,815 To provide Oct. div \$42,185 \$56,185 Dec. \$14,000 1,577,129 1,298,198 Inc. 278,931 Total surplus ...\$1,619,314 \$1,354,383 Inc. \$254,931 CENTRAL AND SOUTH AMERICAN TELEGRAPH.
The Central and South American Telegraph
Company reports for the quarter ending Sept. 30
(partly estimated):

\$152,500 \$146,000 Inc. \$6,500 6,200 5,700 Inc. 500 Net earnings..... Other income..... .\$158,700 \$151.700 Inc. \$7,000 . 115,884 115,884 \$42,816 \$35,816 Inc. \$7,000 987,247 765,868 Inc. 171,384 Total surplus..... \$850,063 \$801,679 Inc.\$178,384

FINANCIAL NOTES.

The Bankers' Trust Company entered the ranks of dividend paying institutions yesterday when the directors declared a dividend of 14, per cent., payable Oct. 1. This dividend will call for a payment of \$15,000, while, according to the officers of the company, the earnings for the eighteen months since the company was organized show something like \$180,000. The Pinelawn Cemetery has declared its second dividend for this year to share-holders of record of Aug. 20.

Live Stock Market.

Heceipts of beeves were 2.145 head, including 6 cars for export alive, 61 for slaughterers, and 46 for slaughterers and 46 for ars for slaughterers and 46 for an analysis with the stale care and 46 for an analysis and 66 for an analysis and 67 for the marker; making, with the stale stock, 2,800 on sale. Trade was slow with the stale stock, 2,800 on sale.

EXCURSIONS.

LEHIGH VALLEY RAILROAD RAILROAD

BELLEWOOD 756. EVERY
NEW MOUNTAIN 750. SUNDAY.
EXCURSION RESORT. AMUSEMENTS.
OLD FASHIONED COUNTRY DINNER, 50c.
Special train leaves W. 23d St. 8:35 A. M.:
Cortinant and Desbrosses Sts., 9:00 A. M.:
Fulton St., Brooklyn, 8:45 A. M.: Jersey City
(Penna. Sla.), 9:20 A. M.: Newark, Market St.,
0:36 A. M. GLEN ONOKO.
Special train leaves W. 22d St. 8:25 A. M.;
Oortlandt and Desbrosses Sta., 8:30 A. M.;
Pulton St., Brooklyn, 8:15 A. M.; Jersey City
(Penna. Station), 8:50 A. M.; Newark, Market
St., 9:05 A. M.
Fare via Brooklyn Annex Ferry, 15c. additional.

A Trip on The "Seeing New York" Steam Yacht.

ENCIRCLING MANHATTAN ISLAND
Leaves foot of West 23d St. (Albany
Day Line Pier) at 10 A. M. and 2:30 P. M.
Daily and Sunday. Round Trip.
\$1,00. Expert lecturer points out a
thousand points of interest en route.
Seeing New York Automobiles.
ONLY Starting Point Fifth Ave.
side Flatiron Building.

Last Sunday Excursion OF THE SEASON.

.00 ERIE RAILROAD SEPT. 25 TO SHOHOLA CLEN In the Blue Mountains, one hundred and seven miles from New York, on the beautiful Delaware River. Express trains leave W. 22d St. 8.55 and 9.25; Chambers St. 9.00 and 9.30; Jersey City 9.15 and 9.45 A. M. Returning leave Shohola 4.30 and 6.15 P. M.

WEST POINT, NEWBURCH & PCUCHKEF PSIE.

UP THE PICTURESQUE HUDSON.
Grand Daily Outings (except Sundar)

By Palace Iron Day Line Seamers
"NEW YORK" and "ALBANY."

From Brooklyn, Fulton St. (by Annex)... 8:00 A.M.

New York, Desbrosses St. Pler... 8:40

"West 22d St. Pler... 9:00

"West 122th St. Pler... 9:20

Returning due in New York 5:30 P. M.

MORNING AND AFTERNOON CONCERTS.

To Mt. Beacon, returning by Central Hudson Stabt.

Boston Excursion, Oct. 3d and 4th, \$52.50.

WORLD'S FAIR
Weekly trips, 8 days, all expenses, \$52.50. DELAWARE WATER GAP Special trip Oct. 1st, 3 days, all expenses, \$8.50.

THOS. H. HENORICKSON TOURS 843 Fulton St. (jet. Washington), Brooklyn, N. Y. Catskill, Hudson & Coxsackie Boats Leave Christopher St., week days, 6 P. M.

Deep Sea fishing daily, Al. Foster's iron steamer Angler, Fare, 76c.; ladies, 50c. Leaves 22d st. E. R., 7:17 A. M. Battery Landing, 8:05.

OCEAN STEAMERS. AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Salling Saturdays, 9:30 A. M., Pier 15, N. R.
York York. Sept. 24 | Philadelphia Oct.
15, Paul Oct. 1 | Germanic. Oct. 1

ATLANTIC TRANSPORT L'UE.

NEW YORK-LONDON DIRBOT.

MINNETONKA SEPT. 24, 8 A. M.

MINNEHAHA. OCT. 1, 9 A. M.

MINNEAPOLIS OCT. 8, 4:30 A. M.

MARQUETTE OCT. 15, 9 A. M.

NEW YORK—ANTWERP—LONDON—PARIS.
Calling at Dover for London and Paris.
Sailing Saturday, at 10:30 A. M., Pier 14, N. R.
Vaderland Sept. 24 Zeeland Oct. 8
Kroonland Oct. 1 Finland Oct. 15

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.
Sailing Wednesdays and Fridays, Pier 48, N. R.
Arable, Sept. 28, 4:39 P.M. Balte. Oct. 12, 10 A.M.
Celtic.—Sept. 30 A.M. (Majestic Oct. 12, 10 A.M.
Celtic.—Sept. 30 A.M. (Majestic Oct. 12, 10 A.M.
Celtic.—Sept. 30 A.M. (Celtic.—Oct. 14, 9 A.M.
NEW SERVICE FROM BOSTON.

Fast Twin-Screw Steamers
Of 11,409 to 15,900 tons.

BONDON OUR PROSERVED. BOSTON QUEENSTOWN - LIVERPOOL

NEW YORK AND BOSTON DIRECT.
TO MEDITERRANEAN AZORES.
GIBRALTAR, NAPLES, GENOA.
FROM NEW YORK.
DUBLIC.

REPUBLIC ... Oct. 20, Dec. 1, Jan. 14, Feb. 25 CRETIC ... Nov. 3, Dec. 12, Feb. 4, Mch. 18 FROM BOSTON.

CANOPIC ... Oct. 8, Nov. 19, Jan. 7, Feb. 18 ROMANIC. ... Oct. 29, Dec. 10, Jan. 28, Mar. 11 Passenger offices, 9 Broadway.

Freight Offices, Whitehall Bidg., Battery Place.

CUNARD LINE

To Liverpool, via Queenstown.
From Piers 51-52, North River.
Lucania ... Sept. 24, 5 AM | Etruria ... Oct. 15, 10 AM | Umbria ... Oct. 1, 10 AM | Lucania ... Oct. 22, noon Campania ... Oct. 8, noon | Umbria ... Oct. 29, 9 AM | Triesday Service.
Carpathia ... Oct. 4, noon.
Saloon rates from New York, \$50 Second Class \$20 upward, according to steamer and accommodation.
Mediterranean-Adriatic Service.
Pannonia ... Oct. 18, noon | Pannonia ... Nov. 1, noon Ultonia ... Oct. 18, noon | Pannonia ... Nov. 15, noon Apply 28 Broadway, New York. Apply 29 Broadway, New York, VERNON H. BROWN, General Agent.

Kamburg-American. Somi-Weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.

\*¡Bluecher.Sept.22, 10AM | Deutschlind.Sep.29,8AM ¡Patricia...Sept. 24, 5 AM | Phoenicia....Oct.1, 9 AM \*Grillroom and †Gymnasium on board. Will call at Dover for Lendon and Faris. Mediterranean Service.

New York—Naples—Genoa.

By superb New Twin Screw Steamers.

HAMBURG-AMERICAN LINE.

Omces, 25 and 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO. PLYMOUTH-CHERBOURG-BREMEN.



PUBLIC NOTICES.

The Union National Bank of Weymouth, located at Weymouth, in the State of Massachusetts, is closing up its affairs, its corporate existence having expired at the close of business on the twenty-sixth day of July, 1904.

All note holders and other creditors of said Association are therefore hereby notined to present the notes and other claims against the Association for payment.

HENRY A. NASH, JR., Cashler. Dated July 28th, 1904.

AUCTION SALE OF CONDEMNED SUPPLIES—Philadelphia Depot, Q. M. Dep't, North American Building, Philadelphia, Pa., Sept. 17, 1904.—There will be sold at public auction at the Schuyikill Arsenal, in this city, under the direction of Major JNO. T. KNIGHT, Quartermaster, U. S. A., commencing at 10 o'clock A. M., MONDAY, Oct. 17, 1904. 1 be of condemned supplies, consisting of Clothur, f. Equipage, &c. Catalogues will be furnished upon application here or at the Schuyikill Arsena I. Lt.-Col. J. W. POPE, Deputy Q. M. General, U. S. A., Depot Quartermaster.

SECURITIES AT PUBLIC AUCTION The following securities, among others, were sold t public auction yesterday: At public auction yesterday:
\$2,000 Kentucky Central Railway Co., 1st
mortgage 4 per cent. gold bonds...
\$20,000 Texas and New Orleans R. R. Co. (Sabine division) 1st mortgage 6 per cent.
gold bonds....
40 shares Factory Point National Bank, Man-110% 105

OCEAN STEAMERS.

THE MOST DELIGHTFUL

**AUTUMN SEA TRIPS** 

CAN BE MADE ON THE

OLD DOMINION LINE

OLD POINT COMFORT, NORFOLK, VIRGINIA BEACH, RICHMOND, VA.,

and WASHINGTON, D. C. Tickets include meals and stateroom berth on O. D. Line. Tickets can also be purchased with Hotel coupons and made good to return by rail if desired.

OLD DOMINION LINE. For Old Peint Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Trame Manager. CRUISES to the Peninsular & Orient Weekly and Fortnightly. Agents 281 Fifth Ave. N. Y

STEAMBOATS.

Hudson River by Daylight. 

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Saturday; 1.45 P. M.): W. 22nd St., 3:50 P. M. (Saturday; P. M.): 122th St., on Saturdays only, 2:20 P. M. For Highland Falls, Cornwall, Newburg, New Hamburg, Milton, Poughkeepsle, Rondout and Kingston. O'chestra on board.

BOSTON AND POINTS IN NEW ENGLAND. FALL RIVER LINE via Newport and Fall River. Leave Pier 19, N.R., foot of Warren St., week days and Sundays at 5:30 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each. PROVIDENCE LINE via Providence, Leave Pier 18, N. R., foot of Murray St., week days only at 6:30 P. M. Steamers PLYMOUTH and PIL-GRIM. Orchestra on each. NORWICH LINE via New London. Leave Pier 40, N. R., foot of Clarkson St., week-days only at 6:00 P. M. Steamers CITY OF LOWELL and CHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 20, E. R., foot of Peck Silp, week-days only at 4:00 P. M. Steamer RICHARD PECK.

On the fast modern Steamers of the Maine S. S. Co.

PORTLAND LINE,
is a Delightful, Refressing, Week-end Trip.
Sea Trips of 800 Miles Without an Equal. Long
Island Sound by Pavlight and by Searchlight.

TUESDAYS, THURSDAYS AND SATURDAYS
illustrated descriptive booklet, containing list
of tours, free at ticket office. 200 Broadway, cor.
Reade St., and Pier (New) 32. East River, New York,
or by mail. Telephone 1200 Orchard,

PEOPLES LINE
NEW TORK-ALBANT
New C, W. Morse Sailing odd
dates in September, and Adrondack
ALTERNATING DAILY AND SUNDAY.
SPLENDID ACCOMMODATIONS. ORCHESTRA.
Leave Pier 32 N. R., foot of Canai St., 6 P. M. Direct rail connection at Albany with express trailisted all points. Send ice, for C. W. Morse Souvenir,
Exeursion Booklet, 2c stamp.

BOSTON, \$3.00 (DIRECT STEAMERS.) PROVIDENCE, \$2.00. Every week day JOY LINE. salling from Pier 35, East River, foot Catharine St

HARTFORD LINE. From New Fler 19, East River, foot Peck Silp, daily, except Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated folder.

TROY LINE. "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily, 6 P. M. except Saturday. Direct railread connection at Trey for all points north and east. Sunday steamers touch at Albany. AUTUMN RESORTS.

NEW JERSEY. Atlantic City.

Hotel Dennis,

ATLANTIC CITY. N. J. Situated directly on the beach front, with an nobstructed view. Liberally appointed and liberally conducted. OPEN THE ENITRE YEAR.

WALTER J. BUZBY.

THE WILTSHIRE ATLANTIC CITY, N. J.
b year. Write for booklet and special fall rates.
S. S. PHOEBUS.

HOTEL TRAYMORE, Atlantic City, N. J. Remains open throughout the year; every known comfort and convenience; golf privileges; running

TRAYMORE HOTEL CO. D. S. White, President. CHALFONTE

THE LEEDS COMPANY.

Spend September and October at ATLANTIC CITY. N. J. The most delightful season of the year Lakewood.

LAKEWOOD AMONG THE PINES OF NEW JERSEY A fashionable and healthful Fell. Winter and Spring Resort.

The hotels known all over the country as the leading hotels in Lakevood, are the Laurel House, onen October 1st to June 1st. A. J. Mrphy, Minager: D. B. Simpson, assistant Mahager: the Laurel-in-the-Pines, open November 18th to May 16th. Frank F. Shute, Manager. Reached by the New Jersey Central Railroad. NEW YORK

ong Itlan 1 GARDEN CITY CHOTEL OPEN UNTIL DECEMBER

Resort, brick and gramme, Miles from New York
Miles from New York
J. J. LANNIN, Prop., Garden City, L. I. PENNSYLVANIA

Pocono and Blue Ridge Mountain MONTANESCA
Ferfect in Every Detail.
The foliage at this time is marvelous; the atmosphere is life-giving. I. D. IVISON BLUE RIDGE MTS., PA

RAILBOADS.

THE ONLY FOUR-TRACK LINE LEADING OUT OF NEW YORK. STATIONS toot of WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS. FOR THE WEST.

\*7.55 A. M.—CHICAGO SPECIAL.

\*10.55 A. M.—ST. LOUIS LIMITED.

\*10.25 A. M.—ST. LOUIS LIMITED.

\*25 A. M.—THE PENNSYLVANIA LIMITED.—

28 hours to Chicago.

\*1.55 P. M.—CHICAGO AND ST. LOUIS EXPRESS.

\*6.55 P. M.—CHICAGO LIMITED.

\*5.55 P. M.—WESTERN EXPRESS.

\*5.55 P. M.—WESTERN EXPRESS.

\*5.55 P. M.—PACIFIC EXPRESS.

\*5.55 P. M.—PACIFIC EXPRESS.

\*5.55 P. M.—PLITINBURG SPECIAL.

\*9.55 P. M.—PITTNBURG SPECIAL.

\*7.55 P. M.—PITTNBURG SPECIAL.

ATLANTIC COAST LINE .- 9:25 a. m. and 9:25 p. m. SEABOARD AIR LINE .-- 12:25 p. m. and 12:10 a. m. NORFOLK AND WESTERN RAILWAY .- 3:26 p. m. NORFOLK AND WESTERN RAILWAY.—3:25 p. m. dally,
CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week-days, 4:55 p. m. dally,
FOR OLD FOINT COMFORT and NORFOLK.—7:55
a. m. week-days, 8:25 p. m. dally,
ATLANTIO CHTY.—4:55 a. m. and 2:55 p. m. week-days,
Sundays, 7:55 a. m.
CAPE MAY.—12:56 p. m. week-days.
LONG BRANCH, ASBURY PARK (North Asbury Park Sundays), and Point Pleasant, 8:55 a. m.,
12:25, 12:55 (Saturdays only, except Long Branch),
2:25, 3:25, 4:25 (except Long Branch), 4:55 and 6:55 p. m. week-days. Sundays, 9:25 a. m. and 4:55 p. m. week-days. Sundays, 9:25 a. m. and 4:55 p. m. week-days. Sundays, 9:25 a. m. and 4:55 p. m. week-days.

p. m. week-days. Sundays. 9.25 a. m. and the p. m. FOR PHII.ADELPHIA.

8.08, 7.25, \*7.55,8.25, 8.55, \*9.25, \*19.55, \*9.55, \*10.25, \*10.55, \*155 a. m. 12.25, \*12.55, \*12.55, \*2.55, \*2.55, \*3.25, \*4.25, 4.55, (\*\*4.55 for NorthPhiladelphila only) p. m., 12.10 night week-days. Sundays, 6.05, \*12.55, \*12.55, \*12.55, \*12.55, \*15.55, \*3.25, \*3.55, \*4.25, \*10.25,

(9.55 for North Philadelphia only) p. Int. 1916

"Dining Car. †Extra-fare train.

"Diving Corner 28th 51, 1384, 113 and 261 Broadway.

182 Fifth Avenue (below 23d St.); 263 Fifth Avenue (corner 28th St.); 1 Astor House, and stations named above: Brooklyn, 4 Court Street, 860 Fulton Street, 860 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY.

General Manager.

Pass' Train Manager. ione "543 Unchees Service.
Service.
ATTERBURY.
General Manager.
GEO. W. BOYD.
General Passenger Agent.

"America's Greatest Railroad." NEWYORK & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE.

THE SIX-TRACK TRUNK LINE.

Direct Route from

New York & Boston to Niagara Falls

Trains depart from Grand Central Station, 42d

Street and Fourth Avenue, New York, as below:

North and west bound trains, except those leav:

North and west bound trains, except those leave:

1210 A M.—4MIDNIGHT EXPRESS.

1210 A M.—4MIDNIGHT EXPRESS.

8145 A M.—12MPIRE STATE EXPRESS.

1000 P. M.—2NOSTITON LIMITED.

1000 P. M.—2NOSTITON LIMITED.

1100 P. M.—14LBANY AND TROY FYER.

1100 P. M.—14LBANY AND TROY FYER.

1100 P. M.—2DIRONDACK & MONTREAL EXP.

1100 P. M.—2DIRONDACK & MONTREAL EXP.

1100 P. M.—3DIRONDACK & MONTREAL EXP.

1100 P. M.—2DIRONDACK & MONTREAL EXPRESS.

1110 P. M.—2CHICAGO & ST. LOUIS EXPRESS.

1110 P. M.—2CHICAGO & ST. LOUIS EXPRESS.

1110 P. M.—3CHICAGO & ST. LOUIS EXPRESS.

19.08 A. M. and 3:35 P. M. daily except Sundays to Pittafield and North Adams. Saturdays at 2:37 P. M. Sundays at 9:33 A. M.
Pullman cars on all through trains.
Trains illuminated with Pintsch light.
Ticket offices at 149, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 275 West 125th at. Grand Central and 126th st. stations, New York; 338 and 726 Fulton st. and 196 Broadway, Brooklyn.
Telephone '900 38th Street' for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.
A. H. SMITH, GEORGE H. DANIELS, Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R. Trains leave Franklin st. Station, New York, as follows, and 15 min. later foot West 22d st., N. R. '9'40 A. M.—St. Louis Express. '1:00 P. M.—Con. Lim. for Detroit, Chi. & St. Louis. '22 P. M.—Con. Lim. for Detroit, Chi. & St. Louis. '5'26 P. M.—Ulster Express. '6:15 P. M.—For Roch. Buffalo, Clevel'd & Chicago. '8:00 P. M.—Roch. Buffalo, Detroit & St. Louis. '9:45 P. M.—For Syra. Roch., Nia Falis, Det. & Chi. 'Dally. 'Dally except Sunday. Baggage checked from hotel or residence by Westcott Express. A. H. SMITH. C. E. LAMBERT, Gen'i Manager.

READING SYSTEM.

NEW JERSEY CENTRAL R. R.
Liberty Street and South Ferry (time from South
Perry five minutes cartier than shown below).

EASTON. BETHLEHEM. ALLENTOWN AND
MAUCH CHUNK-24300 (7:15 Easton only),
6:10 a. m., 1:20, 4:40, 5:30 (5:45 Easton only), p. m.
Sundays, 24:25 a. m., 1:00, 5:30 p. m.
WILKESBARRE AND SCRANTON-24:00, 9:10
a. m., 5:00 p. m. Sundays, 24:25 a. m., 1:0, m.
LAKEWOOD. LAKEBURST, TOMS RIVER
AND BARNEGAT-24:00, 9:30 a. m., 2:30
(3:40 Lakewood and Lakehurst only), 4:20 p. m.
Sundays, 9:40 a. m.,
ATLANTIC CITY-9:40 a. m., 13:40 p. m.
TILANTIC CITY-9:40 a. m., 13:40 p. m.
TILANTIC CITY-9:40 a. m., 13:40 p. m.
TILANTIC CITY-9:40 a. m., 13:40 p. m.

ZUISO p. m., CH.

VINELAND AND BRIDGETON—124:00 a. m., 271:30 p. m. ASBURY PARK, OCEAN GROVE, POINT PLEASANT, AND SEASHORE POINTS—24:00, 8:30, 11:30 a. m., x1:50, 1:30, 3:53, 4:45, 5:30, 6:30, 11:50 p. m. Sunday, except Ocean Grove, 8:15 a. m., 4:30, 8:30 p. m. PHILADELPHIA (READING TERMINAL)—4:25, 17:00, 8:30 9:00, 11:00, 11:00 a. m., 12:00, 1:00, 1:30, 12:00, 12:00, 10:00, 10:00, 10:00, 17:30, 10:00, 10:30 p. m., 12:15 mtl. 24:TH AND CHESTNUT STREETS—4:25, 18:00, 10:00, 12:00 a. m., 2:00, 12:00, 12:00 a. m., 12:15 mtl. BALTHORE AND WASHINGTON—8:00, 10:00, 10:00, 12:50, 2:00, 4:00, 10:00, 7:00, 10:00, 11:000 BALTIMORE AND WASHINGTON—830, 1030, 1230, "200, "4200, "500, "700, "1210, "500, "4210, "500, 1215, BEADING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—1500, 2425, "8:00, ||1910, (10:00, 11:00 a. m., Reading only), ||41:00, ||11:20, ||12:00 p. m. Reading, lottsville and Harrisburg only, ||44:00, 15:00 p. m.

SANDY HOOK ROUTE—Fr. ft. of Rector st. Pr. 8, Altantic Hids., Seabright, Monmouth Bch., Long Branch, Asbury Park, Pt. Pleasant, 10:00 a. m., 1:00, 245, 4:30 (8:90 to Long Branch, p. m. Sundays, 10:00 a. m., 1:00, 8:00 p. m.

From Liberty Street only, "Daily, fDaily, except Sunday, 4Sundays only, 1Parlor cars only, ||Vala Tamaqua, XSaturdays, aExcept Saturdays, only. [Via Tamaqua. XSaturdays. aExcept Saturdays. Offices: Liberty St. Ferry, South Ferry, A Astor House, 261, 481, 1300, 1354 Broadway, 182 5th Av., 25 Union Square West, 135 East 125th St., 213 West 125th St., 245 Columbus Av., New York: 4 Court St., 344, 800 Fullon St., Brooklyn; 390 Broadway, Williamsburg. New York Transfer Co. calls for and checks bargage to destination.

W. G. BESLER. C. M. BURT, Vice-Pres. and Gen. Mgr. Gen. Pass'r Agent.

BALTIMORE AND OHIO RAILROAD ROYAL BLUE TRAINS ON THE EVEN HOUR TO BALTIMORE and WASHINGTON

To BALTIMORE and WASHINGTON

Leave South Ferry 5 minutes earlier.

Lv. Liberty street. 8:00 am. Except Sun. Buffet
10:00 am. Daily. Diner
2:00 pm. Daily. Diner
2:00 pm. Daily. Diner
2:00 pm. Daily. Diner
2:00 pm. Daily. Diner
3:00 pm. Daily. All Pullman
6:00 pm. Daily. Buffet
7:05 pm. Daily. Buffet
10:15 night, Daily

LEHICH VALLEY.
Foot of West 28d A. Cortlandt and Deabrones Sts. S.
Daily + Except Sunday. Sunday changes; a7.56.
d1.15. e7.43. n5.25. x5.45.

Mauch Chunk Local ...... Buffalo Express
BLACK BLAGSD EXPRESS
Mauch Chunk and Hazleton Local
Wilkes-Barre Express
Baston Local Chicago & Toronto Vestibule Exp. THE BUFFALO TRAIN THE SUFFALO TRAIN 7.55 PM 7.85 CO PM 15 Tickors and Pullman accountmentations at 146, 261, PM 255, 1234 and 1864 Broadway, 182 5th Ave., 25 Union Sq. West, 245 Columbus Ave., N. T., 256 280 Fulton St., 4 Court St., 395 Froadway, 2 Ft. Fulton St., 5 Broadway, 5 Ft., 5 Broadway, 5 Ft.,

MAILROADS. NEW YORK, NEW HAVEN & HARTFORD R. R

Trains depart from Grand Central Station. 431
st. and 4th ave., as follows, for
BOSTON, via New London and Providence—15:50.
118:500, \*(18:50). \*(12:00 P. M.
BOSTON, via Willimantle—118:500 A. M., 12:100 P. M.
BOSTON, via Willimantle—118:500 A. M., 12:200 P. M.
BOSTON, via Willimantle—118:500 A. M., 12:200 P. M.
BOSTON, via Spring field—11:500 A. M., 12:200 P. M.
BOSTON, via Spring field—11:500 A. M., 12:200 P. M.
BOSTON, via Willimantle—118:00 P. M., 11:200, \*84:00.
11:00 P. M.
WHITE MOUNTAINS, ST. ALBANS and QUEBEO—11:00 P. M.
PORTLAND and BAR HARBOR—118:00 P. M.
FITCHBURG, via Willimantle, Putnam and Worscester—13:00 P. M.
LAKEVILLE & NORFOLK, 18:15 A. M., 11:25 P. M.
GREAT BARRINGTON, STOCKBRIDGE, LENOX.
PITTSFIELD—15:00, 18:15 A. M., 11:03, 14:30, 14:50, 14

Lackawanna Railroad. Leaves New York, foot Barelay and Chrissopher Sta.
18:00 A.M.—For Binghamton and Syracuse.
10:00 A.M.—For Buffalo, Chicago and St. Louis.
11:40 P.M.—For Buffalo and Chicago.
14:00 P.M.—For Scranton and Plymouth.
18:10 P.M.—For Buffalo and Chicago.
18:45 P.M.—For Buffalo, Syracuse, Utien.
19:00 A.M.—For Chicago—Sleepers open at 9 P. M.
Ticketa, 10, 429, 118, 1434 Broadway, N. Y., 336
Fulton st., Brooklyn. \*Daily. †Except Sunday.

POST OFFICE NOTICE. (Should be read DAILY by all interested. as changes may occur at any time.)
Foreign mails for the week ending September 24, 1904, will close (PROMPTIX in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-Post mails for Germany close at 5 P. M., September 19th and 28th.

Regular and supplementary maliscions at Foreign
Regular and supplementary maliscions at Foreign
station (corner of West and Morton streets) half
an hour later than closing time shown below (except that Supplementary mails for Europe and
central America, Ma Colon, close one hour later
at Foreign Station.)

Central America, via Colon, close one hour later at Foreign Station.)

TRANSATLANTIC MAILS.

THURSDAY (22d)—At 7 A. M. for FRANCE. SWITZERLAND ITALY, SPAIN, PORTUGAL TURKEY. EGYPT, GREECE and BRITISH INDIA, per steamship La Lorraine, via Havre (mail for other parts of Europe must be directed "per steamship La Lorraine.")

SATURDAY (24th—At 130 A. M. for LIVERPOOL. SCOTLAND and IRELAND, per steamship Lucania, via Queenstown and Liverpool (mail for other parts of Europe must be directed "per steamship Lucania"); at 8 A. M. for FEMPLE, per steamship New York, via Plymouth and Cherbourg; at 8:30 A. M. for BELGIUM direct, per steamship Vaderland (mail must be directed "per steamship Vaderland"); at 8:30 A. M. for ITALY direct, per steamship Keenigin Luise "; at 9:20 A. M. for steamship Keenigin Luise"; at 9:20 A. M. for SCOTLAND direct, per steamship Ethiopia (mail must be directed "per steamship Ethiopia (mail must be directed "per steamship Ethiopia"); at 11 A. M. for DENMARK direct, per steamship Island (mail must be directed "per steamship Island (mail must be directed "per steamship Island").

NOTICE.—Five cents per half ounce in addition OTICE.-Five cents per half ounce in

OTICE.—Five cents per half ounce in addition to the regular postage, must be prepaid on all letters forwarded by the SUFPLEMENTARY MAILS, and letters deposited in the dropa marked "Letters for Foreign Countries," after the CLOSING OF THE REGULAR MAIL, for despatch by a particular vessel, will not be so forwarded unless such additional postage is fully prepaid thereon by stamps. Supplementary Transatiantic Mails are also opened on the piers of the AMERICAN, ENGLISH and FRENCH steamers, whenever the sallings occur at 9:00 A. M. or later; and late mail may be deposited in the mail beres on the piers of the mails on the piers open one hour and a half before sailing time, and close ten minutes before sailing time, only regular postage (letters 5 cents a half ounce) is required on articles mailed on the piers of the American. White Star and German (Sea Post) steamers, double postage (letters 10 cents a half ounce) on other lines.

on other lines.

MAILS FOR SOUTH AND CENTRAL AMERICA.

WEST INDIES. &C.

THURSDAY (22d).—At 8 A. M. for CUBA. YUCATAN and CAMPECHE, per steamship Esperanza (mail for other parts of Mexico muss
be directed "per steamship Esperanza"; &t
2 M. for MEXICO, per steamship Matanzas,
via Tampico (mail must be directed "per steamship Matanzas"; st 1 P. M. for CIUDADBOLIVAR, per steamship Manzanares (mail for
La Guayra must be directed "per steamship
Manzanares"). BOLIVAR, per steamship Manzanares (mail for La Guayra must be directed "per steamship Manzanares").

FRIDAY (23d).—At 12 M. for SANTIAGO, per steamship Manzanilio (mail must be directed steamship Manzanilio (mail must be directed per steamship Manzanilio").

SATURDAY (24th).—At 8:30 A. M. for BARBADOS and BRAZIL, per steamship Capri, via Pernambuco, Rio Janeiro and Santos (mail for Northerm Brazil, Argentine, Uruguay and Paraguay must be directed "per steamship Capri"): at 4:30 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Pilar de Larrinaga; at 7:30 A. M. for NEW-FOUNDLAND, per steamship Rosalind; at 8 A. M. for BERMUDA, per steamship Rosalind; at 8 A. M. for DERMUDA, per steamship Trinidad; at 8:30 A. M. (supplementary 9:30 A. M.) for CURACAO and VENEZUELA, per steamship Zulla (mail for Colombia, via Curação, mitei be directed "per steamship Zulla"); at 9 A. M. for PORTO RICO, per steamship Coamo, via San Juan; at 9:30 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA and COLOMBIA, except Magdalena Departments, per steamship Sarnia (mail for Cotta Rica, via Limon, must be directed "per steamship Sarnia"); at 10 A. M. for CUBA, per steamship Mexico, via Havana; at 10 A. M. for YUCATAN and CAMPECHE, per steamship Jomo.

Mexico, via Havana; at 10 A. M. for YUCATAN and CAMPECHE, per steamship Tjomo. MAILS FORWARDED OVERLAND. ETC., EXCEPT TRANSPACIFIC.
CUBA.—Via Port Tampa, Florida, closes at this
office daily, except Thursday, at 45:30 A. M.
(the connecting mails close here on Mondays,
Wednesdays and Saturdays).
MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this
office daily, except Sunday, at 1:30 P. M. and
10:30 P. M. Sundays at 1:00 P. M. and 10:30
P. M.

10:30 P. M. Sundays at 1:00 P. M. and 10:39 P. M.
NEWFOUNDLAND.—(except Parcels-Post Malis)
—By rail to North Sydney, and thence by steamer, closes at this office daily at 0:30 P. M. (concepting malis close here every Monday, Wednesday and Saturday).

JAMAICA.—By rail to Boston, and thence by steamer, closes at this office at 0:30 P. M. Tuesday and Friday.

MIQUELON.—By rail to Boston, and thence by steamers, closes at this office at 0:30 P. M.
BRITISH HONDURAS, HONDURAS (East Coast) and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at \$1:30 P. M. and \$10:30 P. M. (connecting mail closes here Mondays at \$10:30 P. M. (connecting mail closes here Mondays at \$10:30 P. M.)

COSTA RICA.—By rail to New Oricans, and thence by steamer, closes at this office daily, except Sunday, at \$1:30 P. M. and \$10:30 P. M., Sundays at \$1:50 P. M. and \$10:30 P. M. (connecting mail closes here Tuesdays at \$1:30 P. M.)

NICAHAGUA (East Coast).—By rail to New Oricans, and thence by steamer, closes at this office daily, except Sunday, at \$1:30 P. M. and \$10:30 P. M., Sundays at \$1:00 P. M. and \$10:30 P. M. (connecting mail closes here Thursdays at \$1:030 P. M.)

\$REGISTERED MAIL closes at \$6:00 P. M. previous day.

day.

TRANSPACIFIC MAILS, FORWARDED OVER-LAND DAILY.

The schedule of closing of Transpacine Malls is arranged on the presumption of their uninterrupted overland transit to port of saiding. The final connecting mails (except Registered Transpacine Mails which close 6 P. M. previous day) close at the General Post Office, New York, as fol-

inal connecting mails (except Registered Transpacific Mails which close 6 P. M. previous day) close at the General Post Office. New York, as follows:

JAPAN, KOREA, CHINA and specially addresseed mail for PHILIPPINE ISLANDS, via Tacoma, close at 6:30 P. M. September 23d for despatch per steamship Machaon.

NEW ZEALAND, AUSTRALIA (except West), NEW CALEDONIA, SAMOA, HAWAII and FIJI ISLANDS, via San Francisco, close at 6:30 P. M. September 2th for despatch per steamship Sonoma. (If the Cunard steamship Carryling the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 5:30 A. M., 9:20 A. M. and 6:30 P. M.—will be made up and forwarded until the arrival of the Cunard steament. HAWAII, JAPAN, KOREA, CHINA and specially addressed mail for PHILIPPINE ISLANDS, via San Francisco, close at 6:30 P. M. September 2th for despatch per steamship Gaelic.

PHILIPPINE ISLANDS and GUAV, via San Francisco, close at 6:30 P. M. September 2th for despatch per use at 6:30 P. M. September 2th for despatch per steamship Gaelic.

JAPAN (except Parcels Pett Mails), KOREA, CHINA and PHILIPPINE ISLANDS, via San Francisco, close at 6:30 P. M. September 2th for despatch per steamship Adameda.

HAWAII, via San Francisco, close at 6:30 P. M. October 3d for despatch per steamship Alameda.

FIJI ISLANDS, AUSTRALIA (except West), and NEW CALEDONIA, via Venoviver and Victoria, B. C., close at 6:30 P. M. October Sth for despatch per steamship Adameda.

FIJI ISLANDS, AUSTRALIA (except West), and NEW CALEDONIA, via Venoviver and Victoria, B. C., close at 6:30 P. M. October Sth for despatch per steamship Adameda.

FIJI ISLANDS, AUSTRALIA (except West), and NEW CALEDONIA, via Venoviver and Victoria, B. C., c

TRAVELLERS' INFORMATION.
HOTEL and RESORT Booklets Gratis.
N. Y. OFFICE. 3 Park Place. Tel. 6050 Cortlands.

Baltimore J. P. A. O'Connor, Mgr. Hotel Rennert Boston Mass. Back Pay. A. P. Hotel Vendoms Conveniently located. Paris France. 26, 39, 30, 32 Avc. Hotel D'lena Follona. F. Schoffield, Prop. Hotel D'lena